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BOOK REVIEWS.

THE ELEMENTS OF JURISPRUDENCE. By Thomas Erskine Holland, K. C.
Eleventh Edition. Oxford University Press, 1910, pp. xxv, 451.

The frequent revision of this useful work seems to indicate that there is a steady demand for the book in courses given in the subject. In this eleventh edition the author has made no important changes but the revision has been carefully done, as is evidenced by the fact that the latest developments in legal principles, including the law of automobiles and of aeroplanes, have been taken cognizance of in the added notes. (Cf. p. 169, Note 4, and p. 188, Note 3). The added matter, amounting in all to about seven pages, consists almost entirely of additions to the notes. There is a refashioning of Chapter V, The Sources of Law, the six sources of law in the sense of 'the modes through which or the persons through whom, those rules have been formulated which have acquired the force of law,' being broken up into two categories: (First) The causes which have, as it were automatically, brought into existence rules which have subsequently acquired legal force; viz. I Custom, II Religion, III Scientific Discussion, and (Second) The organs through which the State either grants legal recognition to rules previously unauthoritative, or itself creates new law; viz. by I Adjudication, II Equity, III Legislation. The new form is an improvement over the old as adding to clearness. There are two misprints made in the rearrangement: at the top of p. 325, the repetition of a line, and on page 330, second line from the top, "indirectly" for "indirect."

J. H. D.

WORK-ACCIDENTS AND THE LAW. By Crystal Eastman, Attorney at Law.
Member and Secretary New York State Employers' Liability Commission. Edited by Paul Underwood Kellogg. New York: Charities Publication Committee, 1910, pp. xvi, 345.

This book is one of the products of the Pittsburg Survey. The first part of it consists of facts, carefully presented and analyzed; they relate to accidents studied in detail from several points of view. It is asked, for instance, who is responsible for this and that accident, and to what extent? This study leads to the conclusion that for at least twenty-eight per cent of the accidents no one is really at fault. It is further shown that the economic loss which inevitably follows accidents commonly falls upon the families of the injured, or upon charity—an incidence which does not tend to furnish the strongest inducement for the prevention of accidents. The study is not hysterical at all, but it is human, not hesitating to say that this or that condition is wrong by all common human standards.

The law of employers' liability is analyzed unimpeachably, both in respect to its history and its practical workings. Its chief fault is held to be the uncertainty under which it places both the injured man and the employer; its